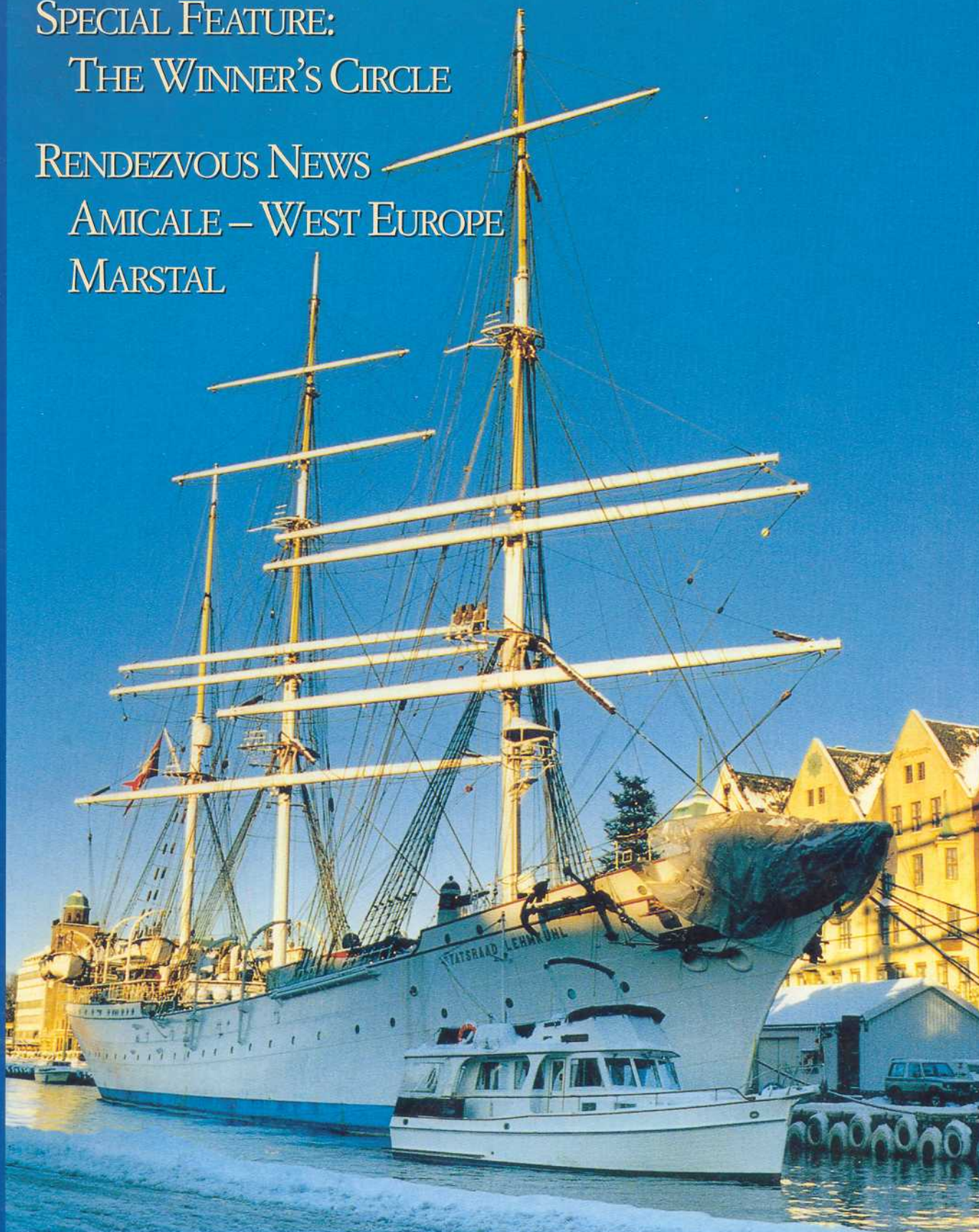


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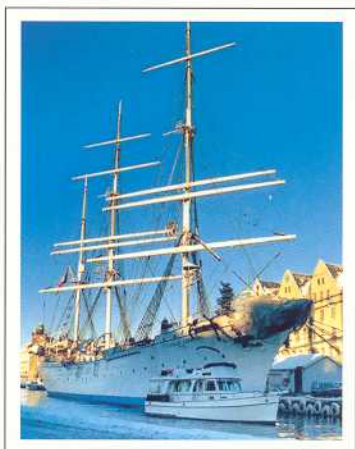
SPECIAL FEATURE:
THE WINNER'S CIRCLE

RENDEZVOUS NEWS
AMICALE – WEST EUROPE
MARSTAL



AMERICAN MARINE NEWS

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Cover: GB36 Europa in Bergen, Norway. The tallship in the background is "Staatsraad Lehmkuil" – a training/schoolship.

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BC NOTES & NEWS

EDITOR'S NOTE

Grand Banks owners throughout the world continue to take pleasure in sharing their Grand Banks experiences. **American Marine News** invites you to submit your articles and photographs for publication. **Photographs will not be returned.** Let us know of a recent cruise, share the details of a passage to an exotic port, jot down some technical questions or a tip on a custom feature.

We appreciate your support and look forward to your feedback.

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SPECIAL FEATURES

THE WINNER'S CIRCLE

The Eastbay 38 Wins Race

by Ted Klub

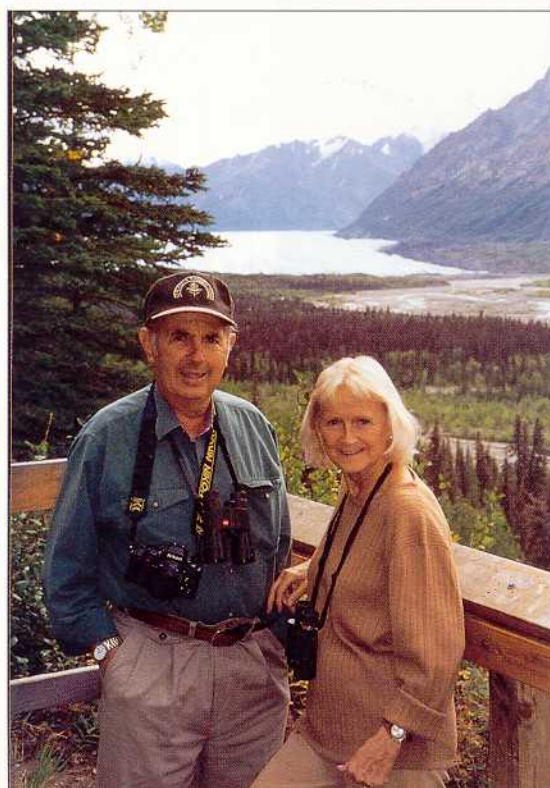
We know that the advertising and brochures on the Eastbay 38 tell about the boat as a fast, week-end get-away craft. Well, this past June and July, we were about to prove the Eastbay 38 to be a very enjoyable craft for an extended cruise to Alaska!

We entered the Alaska 1000 Predicted Log Race which started this year at Nanaimo, B.C. in Canada and ended at Juneau, Alaska, three and a half weeks later.

We had no serious problems and everything performed well. After owning Grand Banks 32-243, 42 Europa, and a 42ft Classic-1065, we opted for your new entry into the fast lane, with Eastbay 38-003. We really like the



Left: Ted and Sissy on deck of Klu Maru with one of the three trophies they won on the Alaska 1000 Race.



way she takes kindly to the sea and does well in rough weather. Sissie's years of being sea sick are now a thing of the past.

We have owned *Klu Maru* for almost two years and have put 589 hours on the engines. We cruise at 2000 RPM's which gives us 14.5 knots and uses about 7.8 gallons per hour of fuel. *Klu Maru* is equipped with a pair of 311 Caterpillars rated at 300 hp each.



Both Sissie and I were really surprised when we discovered the boat was taking so well to racing and responded well to our predictions. In fact, she responded so well, we won the Nanaim/Prince Rupert, B.C. Race and the Prince Rupert/Juneau Race, as well as the overall trophy. We were very pleased with her performance.

The Eastbay 38 is a great boat. It is still the talk of any dock we pull into, a real classic in its own time.

Top: *Klu Maru* anchored in a quiet cove in Alaska.

Right above: *Klu Maru* going past an iceberg and into Fjords Terror with the fleet during the Alaska 1000.

Left above: Taking time out for exploring during the Alaska 1000.

I Once Caught A Fish Thiiiiis Big.

The versatility of Grand Banks, or for that matter American Marine products, seems to vary to accommodate the owners needs or interest. One owner may wish to race his Eastbay 38, another may wish to cruise the islands of the Caribbean, and another may wish to test their GB as a fish raiser.

In this case we have two such boats whose owners are very keen fisherman. The vessels concerned are GB42-122, *Chateau B III*, and GB36-1053, *Faith*. Both boats are based in St. Helier, Jersey, Channel Islands and are used for angling and cruising. The owners are both members of the Jersey Offshore Angling Club and are "arch" rivals in angling competitions. *Chateau B* is owned by Nigel Le Gresley and *Faith* is owned by David Seal.

Both these boats and their crews won the Jersey Offshore Angling Club trophies in the 1995 Festival held last August. *Chateau B* won

the Shark Section and *Faith* won the General Fishing Section a week later. The owners and their crews are keen fisherman and rivals, but are pleased to share the merits of their Grand Banks.

Faith, a Grand Banks 36 Sedan, is fitted with twin Cummins 250hp engines, which help her get to the fish a little faster. Therefore she can spend much more time fishing rather than traveling. Although *Chateau B* is over 25 years old, and proceeds at a more leisurely pace, she is quite capable of raising some big fish. She proved this to be the case last year when she caught the biggest shark in the competition and came home with a trophy.

American Marine congratulates both boats on the respective victories, and hopes that this fishing season will yield additional trophies as well as enjoyment on their Grand Banks.



Below: The crews of *Faith* and *Chateau B III* displaying their trophies.



RENDEZVOUS NEWS

Amicale Grand Banks West-Europe Rendezvous

by Queenie Jones

There could not be a more befitting place than the Dutch province of Zeeland (literal translation is Land of the Sea) to welcome our fleet of 50 Grand Banks into Kortgene, one of many small old fishing ports on the island of Noord-Bevelsan.

Zeeland is made up of a flotilla of low lying islands stretching to the Belgian border. Over the centuries the Dutch have fought a continual battle in order to win their land from the sea. Two of the battles were disastrous floods, one in 1944, and the other in 1953, in which nearly 2,000 lives were lost.

With our Grand Banks moored in this setting we flocked like homing pigeons towards the huge yellow and white striped tent which was set up for the first evening supper. Animated conversations could be heard in Dutch, English, French, and German as we made our way to the tables. People mingled, renewed old friendships and met new members. Due to the force 6 and 7 winds, late comers kept trickling in, recounting their adventures enroute.

Our Chairman, Ruud Hummelman, welcomed us all and opened the meeting with a minute of silence in memory of two of our late GB members, Captains Antoine Philippon and Jan Menu. All were very sorry to hear that Jack Verdyck, our commodore, had decided that at the end of the year he would be retiring as the commodore, a position he held for the last ten years.

Mr. Hummelman praised American Marine and Jean Colin of North Sea Marine for their financial support. Thanks also went to Bob Wouters for organizing the logistics of the rendezvous. A yearly report is now in the plans, designed to keep members informed as to the

financial status of our club. The meeting ended with an interesting account of a trip to Tower Bridge in London, by a group of Grand Banks owners from our club.

The afternoon was spent either visiting aboard or walking around the tiny old village of Kortgene, which was first founded as a parish



Above:
*A panoramic view
of the GB fleet.*

in the year 1247 and as a town in 1431. The church and many small houses have survived the fires and the floods through the centuries.

Some of the more daring members of our group climbed up hundreds of steps to the top of a silo towering above the harbor. From there they took breathtaking panoramic photographs of our rendezvous fleet.

In the evening, 174 people enjoyed a magnificent Indonesian "Ryst-Tafe" dinner served by boys and girls in native costumes. In between courses, they entertained us by performing Hawaiian and Tahitian dances. The girls dragged GB captains from the tables onto the dance floor and tried to teach them to wave their imaginary grass skirts.

During the evening, our chairman introduced the mayor of the village and presented him with a GB plaque on behalf of American Marine. The Mayor replied by welcoming us to his little municipality of 7000. Suddenly all the lights went out and blanketed the tent in complete darkness. Then music slowly began and twelve enchanted Tahitian girls danced in carrying huge Baked Alaska desserts, which were lit up with vibrant sparklers. It was a beautiful and delicious ending to a perfect meal.

Finally, it was time for an exchange of prizes. The second place prize for the longest holiday trip of the season went to Van Anole's GB 32 *Houdoe* for their trip to England. The First Prize, The American Marine Wheel trophy went to Keith and Evelyn Baker of England. They cruised their 1972 GB36, *Caradev*, a total of 2,117 nautical miles (3958 Km) in 90 days.



Above: Keith and Evelyn Baker are presented The American Wheel Trophy in recognition of their 2,117 mile cruise.

During the trip they traversed a total of 355 locks! The trip took them from England to France, through Dunkerque, Paris, Canal De La Loire, Canal Du Centre, continuing through Lyon and the Rhine/Rhone Canal. Finally through the Mulhouse Basle, Rhine River, Holland and on into Oostend and then back across the channel to Rochester in England.

In order to accommodate the low clearance of the canal systems, the Bakers had to take down the windscreen on the flybridge, the steering wheel, and the flybridge compass. Evelyn and Keith had to ease their boat, by their bare hands, under the Mulhouse-Basel Bridge. Well done!

The evening ended with dancing and a

Below: Eye level view of the GB Fleet.



sing along led by Dutch performer Paula Koster. The next morning was filled with farewells and warm embraces as each of the Grand Banks detached itself from its neighbor and slowly made its way out of the harbor.

The last weekend of August 1996 is slated

for the next Amicale Grand Banks West Europe Rendezvous. Anyone interested in attending, please refer to the Notes and News section of this issue of American Marine News.

Marstal Grand Banks Rendezvous

Most of the German Grand Banks owners are members of the Grand Banks Club which is organized by Michael Schmidt & Partners, the German Grand Banks dealer. The Grand Banks Club

are visited frequently by German yachtsmen.

This past year, the annual meeting was held at the beginning of summer. The result was that more boats attended than at the former rendezvous. Nineteen Grand Banks attended the two day event. Most of the boats had a stormy trip to Marstal, but during the weekend



organizes an annual meeting, and publishes their magazine *Grand Banks News* three to five times per year.

In 1995 the annual meeting took place in the beginning of June in Marstal. Marstal is a small village with a nice marina on the island Aroe in the south of Denmark. The small islands, beautiful anchorages, and shallow bays

the weather was much more favorable.

On Saturday, the event began with the morning coffee. An expert in marine electronics and electrical systems, and another engine expert attended the event and briefed the attendees on the latest trends and how to maintain their systems. There was a wealth of technical information available to the Grand Banks owners.

Above: 19 boats made the stormy trip to Marstal.



Left: The flags were flying at the annual 1995 Marstal Rendezvous.

In the evening a typical Danish buffet was offered at dinner. During dinner, the manager of the Dusseldorf Boat Show happened to be dining in the same restaurant, and invited all the participants to the show in January.

On Sunday afternoon a sightseeing trip was organized for a tour of the island. The day was ended with a farewell bar-b-que. Finally, on Monday, the flotilla of Grand Banks were leaving for the trip home. All the participants had a lot of fun, at what proved to be the best Marstal rendezvous ever. A good time is also expected at the next meeting which is scheduled for May 16-19.



Above: Michael Schmidt addresses the Grand Banks Club.



Left: A wide variety of GB models were in attendance.

BEACHC

GB42-139 *Annie Laurie*

Seattle
Washington

Loren and Muriel Hicks are shown aboard their wooden GB42, *Annie Laurie*. The photograph shows *Annie Laurie* docked in Chatterbox Falls, which is about ninety-five miles north of Vancouver, B.C. The Hicks have owned their GB since 1970, and she has been the center of their family recreational adventures throughout the past twenty-five years. She is still in excellent condition and runs as smoothly as the day they bought her in November of 1970.



GB36-489 *Guru Guru II*

Girona
Spain



Guru Guru II is shown with J.M. Vendrell and Anne Marie Cortada aboard at the Ampuriabrava Marina in Spain. The Cortadas enjoy cruising their GB36 along the Costa Brava and other areas of the Mediterranean. As all American Marine owners are encouraged to do, the Cortadas recently visited the Singapore facility. They enjoyed a tour of the factory and saw first hand the attention to detail that every Grand Banks and Eastbay receives.

GB42-638 *Grand Life*

Hingham
Massachusetts

Barry and Janet Willis of Hingham, Massachusetts are the proud owners of GB42-638, *Grand Life*. This is their first introduction to a Grand Banks and they are very pleased with their choice. They enjoy cruising their home waters around Boston and Cape Cod, as well as the occasional off-shore passage north to Maine. It truly is a *Grand Life*!



GB46-62 *Toucan*

Port Ludlow
Washington



Terasa Goode writes to us with this chilly reminder of the past winter. Pictured is her family's GB46 Classic, *Toucan*. They have cruised her extensively throughout the Pacific Northwest, Canada and Alaska. This is their second Grand Banks. They previously owned GB42-641, which they cruised in California and southern Baja.

OMBING

GB42-1328 *Amoros V*

Antibes
France



This past November, Mr. and Mrs. Masselin took delivery of their new GB42 Classic *Amoros V*. They previously owned GB42-1071, named *Amoros IV*. The delivery was celebrated in the company of the staff from North Sea Marine, the Grand Banks dealer for the Benelux region, with a champagne toast. We are sure the Masselin's will enjoy their new Grand Banks as much as they did their last one.

GB36-236 *Wooden Duck*

Kenosha
Wisconsin

It is always a pleasure to see a vintage Grand Banks in such nice condition. Robert and Barbara Smith bought *Wooden Duck* two years ago having been avid sailors for close to 35 years. They write that they are enjoying their GB36 immensely, and actively cruise her in the Great Lakes. Their first trip was 568 nautical miles from Lake St. Clair, up Lake Huron and down Lake Michigan.



GB36-879 *Wild Swan*

Bergen
Norway



Wild Swan was purchased in March 1995 by Tom O. Kleppesto and his wife, Marit Egge. The 36 Europa is shown here with Marit Egge at the helm in the Mardanger Fjord in western Norway last summer. They write us that *Wild Swan* is a wonderful boat and provides a safe platform for their two girls, Emily and Frederikke, ages 1 and 3. For another captivating shot of *Wild Swan*, please refer to the photo contest in this issue.

GB42-1230 *Alpha Wave*

Vancouver
British Columbia

The GB 42 *Alpha Wave* is pictured passing the light station on San Rafael Island, the entrance to Nootka Sound on the west coast of Vancouver Island. The owners, Michael and Suzanne Jones, keep *Alpha Wave* at the Royal Vancouver Yacht Club. They have spent the last two summers cruising the waters surrounding Vancouver and Vancouver Island. These waters can be both beautiful and, often times, unforgiving.



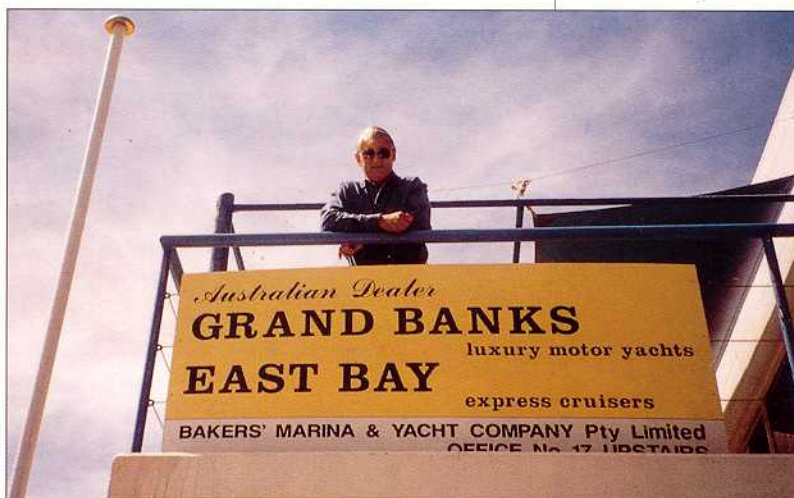
DEALER UPDATE

Bayview Anchorage

We want to welcome our latest dealer, Adrian Alle of Bayview Anchorage. His dealership covers the whole continent of Australia, which equates to approximately the same size as the continental United States.

In his youth, Adrian built his own 12' sailing skiff. Pittwater was his pool. Many years later he became a blue water racing fanatic. Many Aussies remember his well known yacht, *Barbarian*, as a tough competitor. Its best win was line honors in the inaugural Pittwater Coffs Harbour ocean race.

Now, Adrian is a converted Grand Banks and Eastbay enthusiast. He purchased property at the Baker's Marina site and has since set up shop. His previous business background includes the role of chairman of the Austral Mining Company of Queensland and a stint at the Director level with the United Nations Economic Commission for Africa. In later years he was involved in commercial development.

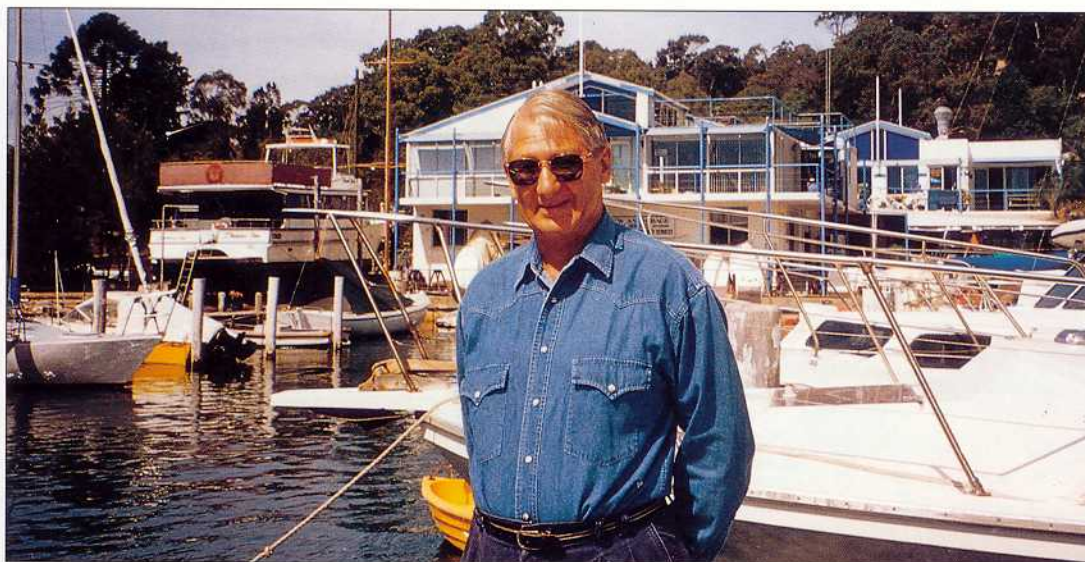


Adrian's son, who currently resides in Singapore, will eventually join his father in business.

Bayview Anchorage is located at Baker's Marina and Yacht Company on the southern part of Pittwater. The marina is fairly large and includes an excellent slipway, mechanical services, and supplies. A cafe-restaurant in the sun

American Marine has a new presence in Australia.





Left: Adrian Alle,
president of Bayview
Anchorage.

and out of the wind is a popular meeting place for the boaties.

Pittwater is a picturesque stretch of leisure waterways lying to the west of Sydney's northern beach suburbs. The waterway, which is about 6nm by 3nm, is surrounded by high wooded hills enclosing many enticing small beaches and "away from it all" bays. The Bakers' Marina site was the first Boatshed on Pittwater and dates back to about 1870. The superb site looks north to the sun right up Pittwater to Lion Island in Broken Bay and the open sea beyond. The

marina was first developed in the 1960's and is in the process of upgrading. New floating docks are being added and will be ready in time for the first of the new Grand Banks fleet.

We wish Adrian and Bill the best of luck in their vast territory. We have no doubt that they will prove to be a successful dealership.

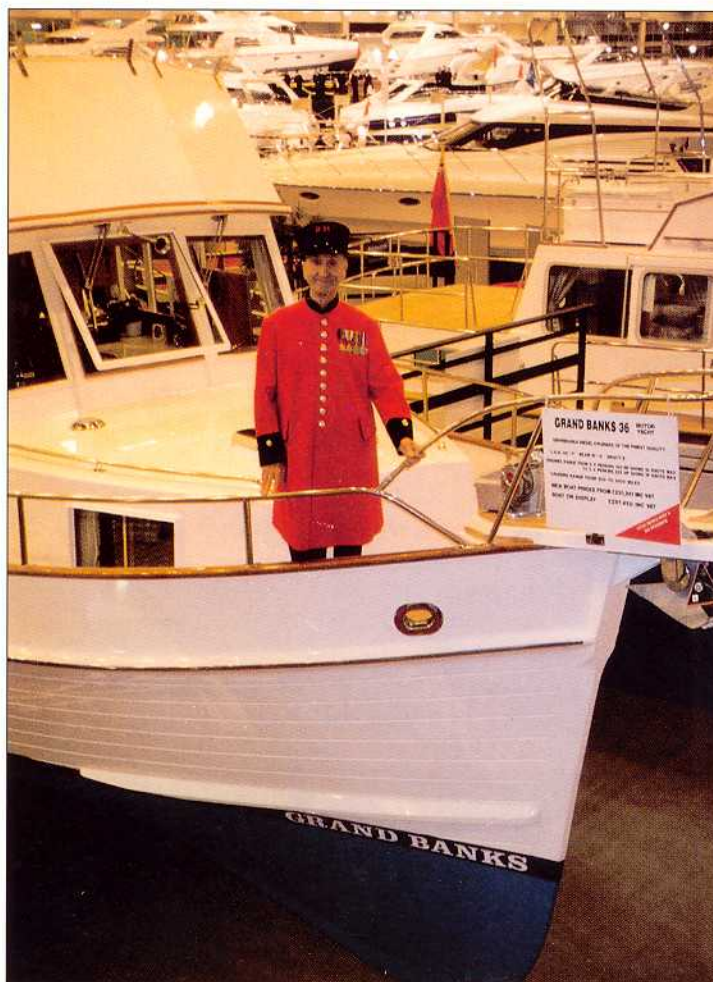
Bayview Anchorage
17/1714 Pittwater Road
Bayview N.S.W. 2104
Australia

Grand Banks Goes To School



In Britain, Grand Banks boats are becoming increasingly popular with Motor Cruising Training Schools, as they are considered to have all the qualities that make an ideal teaching vessel. Here, Capital Training, a leading UK school, conducts a training course in their 42 Motoryacht, Bobrica, near London's Tower Bridge.

BOAT



London Boat Show

The 42nd Annual London International Boat Show held this past January saw UK agents Boat Showrooms of London exhibiting a Grand Banks 36 Motoryacht. This was the debut for this model at this particular show. On board is Mr. Joe Britton aged 74, one of the elite band of heroes from the 2nd World War known as Chelsea Pensioners, who until recently was the oldest employee of the UK company. Also on display was a 36 Europa. Both boats created long queues of anxious visitors.



Euronautics '96

North Sea Marine displayed the Grand Banks 36 Motoryacht at the 1996 Euronautics held in Ghent. They reported that there was a lot of enthusiasm for the boat during the show. Over 74,000 visitors attended the show, held from February 10th through the 18th. The majority of the visitors were from Belgium and Holland, but the show also attracted a fair amount of people from Northern France and Germany.

SHOWS



Seattle Boat Show

If you were looking for Grand Banks/ Eastbay in the Kingdome at the 1996 Seattle Boat Show, you most likely came up empty. This year American Marine products were showcased at the Boats Afloat Show on Lake Union, which coincided with the indoor show at the Kingdome. Grand Yachts Northwest presented a fine display of boats, offering visitors a very good overview of the Grand Banks series. Boats on display included the 36 Classic and Motoryacht, 42 Classic, and the 46 Classic. Although the end of the show provided a chill mixed with snow, visitors lined up to see the Grand Banks.

Also causing a stir was the Eastbay 40, which was making its North American debut. The boat was fresh off the freighter from Singapore, but the staff at Grand Yachts Northwest commissioned her and she was in showroom condition for her unveiling. The boat was well received, and Andy Lund of Grand Yachts Northwest is confident that this new addition to the Eastbay family, with its enclosed lower helm, will develop a strong following within the waters of the Pacific Northwest.

Düsseldorf Boat Show

The Annual 1996 Düsseldorf Show was held from January 22-29. As usual the quality of the exhibits and enthusiasm of the crowds confirmed that Düsseldorf is still the foremost boat show in Europe. Grand Banks dealer Michael Schmidt and Partner had a brand new Grand Banks 36 Motoryacht on display. This model is becoming increasingly popular in Europe.



Miami Boat Show

The 1996 annual Miami International Boat Show was held from February 15th through the 21st. The show's promoters can indeed claim to hold one of the world's largest boat shows, with only the Düsseldorf show rivaling this annual event. The show was spread over four separate locations. American Marine was on display inside the convention center with a GB 46 Europa and the new Eastbay 40 with the optional flybridge. A short walk away, the EB40 Sedan, EB 38, and several brokerage GB's were available for inspection. The vibrant atmosphere of Miami, combined with the international boating enthusiasts the show attracts, created an atmosphere of excitement.



HAPPY CRUISING

Cruising Grand Banks Style

by The Reardon Family

My wife and I (through a holding company "Breakwater Holdings Ltd.") own the registered vessel Hale Makai II. She is a Grand Banks 42 Classic, Hull Number 449, with the hailing port of Vancouver, British Columbia, Canada. We acquired her after we relocated from Ottawa, Canada some seven

since the water does not get "hard" in the winter time. The other culture shock was in moving from an antique, wooden, single gas-engined cruising boat (1928 31' Chris-Craft with a 1934 Chrysler Crown six-cylinder engine) to a twin-engined, diesel, fiberglass 42' Grand Banks cruiser. Other things are simply changes. There are barnacles instead of Zebra mussels, closed cooling systems, more emphasis on the effects of electrolysis and



years ago. It was quite a shock moving from a location which is proximate to some of the world's largest bodies of fresh water to a locale which borders on the world's largest body of salt water. Not only are there tides and currents to contend with in Vancouver but the effects of weather on boating are much more pronounced. For instance, there is year-round boating here

corrosion.

Our whole family thoroughly enjoys cruising in what we consider to be the best cruising grounds anywhere in the world, bar none. We are a family of four, one boy and one girl, and amazingly enough for two children who are just about out of their teens, they cannot wait to get out on the boat at any time of year. We are indeed fortu-



September of last year as we were returning from a weekend cruise "up" the Arm. This type of cruising is very popular in the winter when the weather can, and does, change very rapidly. Distances traveled might be some 40 miles in quite protected waters. In this case, Indian Arm is some 30 miles long and is a dead end for boats at its upper end. The upper end is only accessible by boat or float plane and it is quite ideal for the boating community. You are only hours away from a large metropolitan area, but at the same time, the area is quite remote, mountainous and sparsely populated.

In the summertime, we generally try to get away on the boat for our holidays. This usually means a cruise of some three to four weeks and can involve distances of several hundred miles. Since the ferry system is quite extensive on this coast, both in BC and in Washington, it is quite easy to have friends or family join us at various points in our vacation without having to return home to meet them.

By "Eastern" standards, we do a lot of cruising in a year. For the years we have had the boat, we have managed to put on an average of some 250 engine hours a year. This is not large by some "Southern" standards, but considering that in the East we

nate in that respect. As to the quality of the cruising grounds open to us, consider that between Alaska and the bottom of Puget Sound in Washington state, a distance of some 1500 miles, there is perhaps a total of some 150 miles which is not "open" to the Pacific Ocean. In other words, there are a series of islands which break much of the negative aspects of the ocean while leaving a lot of cruising ground to be explored in relative comfort. The geography ranges from large metropolitan cities, Seattle and Vancouver, to those areas which might have a population density of one person per 1000 square miles. One could cruise for ten years in an area having a radius of 100 miles and never have to visit the same anchorage twice. There is something for every boater.

The enclosed picture was taken a few miles north east of the city of Vancouver in a body of water known as Indian Arm. It was taken in

are lucky to have a total of 22 weekends per year of "good" boating (some 130 engine hours), we think we are indeed blessed by being able to live in boating nirvana.

We belong to the local GB cruising clubs (both in Canada and the one in Puget Sound) and always attempt to attend the annual GB club dinners which are timed to coincide with the local boat shows. This allows us to take advantage of the visits of the GB personnel from the head offices. We find these to be very entertaining and worthwhile, as are the cruises. We were disappointed that we missed the largest ever GB gathering in Sidney, B.C., Canada last year and promise not to do so again. In the meantime, we look forward to more exploration on our Grand Banks with the prospect of making new friends and finding that perfect anchorage.

Northeast Coast Cruising

by Leslie H. Weiss

After many years of sailing, we decided to switch to power and to a Grand Banks, primarily to extend the boating season along the coast of Maine. We became the very proud owners of *Snow Goose*, a Grand Banks 32, hull# 762. We purchased her in early 1995 from Bob and Lynn White of Grosse Pointe, Michigan.

We knew this boat was destined to join our family when we first spoke with the Whites and discovered that the previous owners, Sylvia and Charles Asbury, had asked the Whites if they would retain the name *Snow Goose*. Ironically, we had named our last sailboat, a 41 foot Sceptre, *Snow Goose*. We anticipate many years of cruising the East Coast with our "meant to be" new family member.

We brought *Snow Goose* from Grosse Pointe to the Casco Bay area of Maine last May. It took eighteen days with stops along the way. We traversed, in near gale conditions, Lake Erie east to Buffalo, where we went up the Niagara River. Seeming like harbingers of spring at the beginning of the season, we then maneuvered through the many locks of the Erie Canal and New York State Canal System to Troy, New York. From there we cruised tranquilly down the Hudson River to the East River and Hell's Gate, seeing a pristine and beautiful New York City from the water. We had a wonderful half hour to

contemplate The Statue of Liberty and Ellis Island, completely uninterrupted by any other boat traffic. We passed by Connecticut on the north side of Long Island Sound, seeing sights before only known from the land; the North Church, Greenwich Hospital, the Stamford skyline. We proceeded across Buzzards Bay, surfed through the Cape Cod Canal with the tide, headed up Cape Cod Bay in a chop, and pulled into Gloucester and the Annasquam River to avoid additional foul weather. After initially encountering dense fog in New Hampshire, we proceeded with sunshine and fair winds up the Maine coast and into Casco Bay to Brunswick and Mere Point Bay, where *Snow Goose* is now happily moored at Paul's Marina. She performed exceptionally well in all conditions (better, on occasion, than her owners), even exceeding our expectations.

Both previous owners called to inquire how *Snow Goose* fared on the trip to her new home. The Asburys visited her (and us) at the Yarmouth Grand Banks rendezvous in July. The Whites plan to cruise Casco Bay with us next summer. Grand Banks owners do indeed become family members. And in turn, we feel we have found an extended family among Grand Banks owners.

We have learned to appreciate features on *Snow Goose* that we didn't realize were special when we first acquired her. She has an extended

Below: *The Weiss' aboard Snow Goose.*



swim platform making boarding much easier. The stern has a solid, wide combing rather than a rail, which we find particularly attractive and useful as a place to sit. We unwittingly found a real gem.

Snow Goose now has the hailing port of Brunswick, Maine. And next spring, Pippin our cat, will be introduced to *Snow Goose* and the cruising life. What a wonderful image to look forward to during our long, cold and dark Maine winters. To paraphrase an often repeated saying, "If you can't stand the Maine winters, you don't deserve the Maine (cruising) summers."



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COMMUNIQUE

Tales of a Classic

We have been avid readers of American Marine News for over 20 year, and we feel it is time to reciprocate with news of GB32-314, *River Roamer*.

We purchased her new in September 1972 from Ian Hardie of Solent Yachts in the Hamble river at Warsash; and we have always kept her at the Noss Marina, Dartmouth, Devon. The River Dart is a lovely cruising base in the south west of England. She has given us tremendous pleasure. We launch in April each year, hauling out at the end of September, in order to work on her during the winter. If the weather is good during the summer, she is used four or five times each week, and sometimes even more than that! We enjoy two cruises each year of two weeks duration. One down the coast of Devon and Cornwall, and the other normally to the Brittany coast in northern France.

Mechanically she has really been excellent. The Ford Lehman engine has proven very reliable and we have not yet had the head off, and the injectors have only been taken out once in twenty three seasons which amounts to 5500 engine hours. We use the services of an exceptional marine engineering family, all of whose life's work has been servicing the local fishing fleets. The grandfather, father, and now the son look after her mechanics! Their advice has always been—"no black smoke or loss of power?-then leave well enough alone!" Ancillary items have, of course, been replaced. These include the silencing system, heat exchanger, oil cooler and water pump: whilst the alternator and starter motor are reconditioned every few years. The Borg Warner gear-box was reconditioned after twenty years. We have had no trouble with the steering gear or Morse engine controls.

She is regularly surveyed and the hull has not once required any remedial work. The marine ply in the superstructure is another matter. It would appear from reports in your past issues that we, in common with other owners of wooden GB's, have suffered from poor quality marine ply.

We enclose a photograph of the boat, from which you will see that we have fitted davits to carry the dinghy. We find these quite invaluable, and are surprised at how few GB 32's have them.

We shall continue to enjoy our Grand Banks, although she is now quite an old lady.

We hope to continue to read your excellent journal, American Marine News.

Yours sincerely,

John and Peter Perrett



Dear Mr. John and Peter Perrett,

Thank you for your nice letter. As you stated, marine grade plywood was used for the wood hull boats. As marine grade plywood is a natural material, some degradation will occur due to exposure to air and water. Salt water may slow down the degradation process to a certain extent, but there is no known marine grade plywood which will not degrade in the long run.

For a boat built 24 years ago, such as River Roamer, we are delighted to hear that she is still in good shape, and we hope that you will continue to enjoy her for decades.

Additions in the Head

We are writing to you concerning two modifications we made to a GB46, hull #40, *Revival*.

The first involved installation of a thermostatic control on the shower tap so that water temperature of the shower is kept constant. We

had found that the water becomes quite hot while the boat is underway and is much colder when the boat is connected to the main power supply while at the dock. Enclosed is a photo of the thermostatic control, which was manufactured by Grohe.

The other photo (far right) shows a towel dryer/heater. We installed one in each head. The unit is manufactured by Decotec. Besides keeping the towels dry and warm, it radiates enough heat to keep the head and shower area warm and dry.

Perhaps you will consider publishing these ideas in the next issue of the American Marine News.

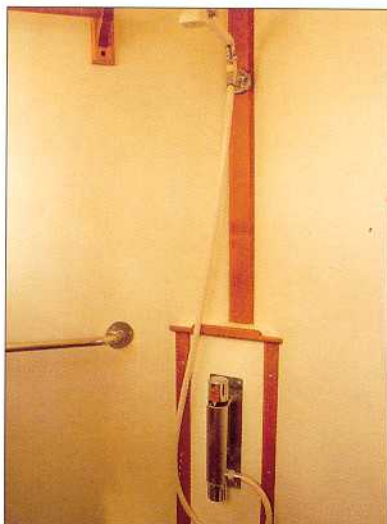
Nemelis S.L
Malaga, Spain

Gentlemen,

Thank you for your letter describing the changes you have made on Revival.

Regarding the thermostatic control for the shower, we will consider it as an option for future boats. In fact, we are now trying one out on a Grand Banks on the production line.

The installation of the towel dryer/heater is certainly an interesting idea. In particular, owners



in colder climates would certainly appreciate this addition.

We plan to publish this letter in the next issue of American Marine News for the benefit of other Grand Banks owners. Your effort in sharing your experiences is very much appreciated.

Tika

From Wreck to Queen of the Show

I must admit it was love at first sight. I was a bit nervous before our first date and my heart was hammering. I had seen pictures of her, read her story and had been prepared by West Marine, the Grand Banks dealer of Bergen, Norway. She touched my feelings from the very first moment. She looked tired, needed a caring home and a good friend to shape her up again. My family accepted this lady into the family and they learned to grow fond of her.

She enjoyed the first summer with us and proved very faithful and loyal. She plowed the waves of the south coast and even carried us up all the locks into the mountains of southeastern Norway. She made very few complaints, but I felt her inner problems and weaknesses. The next winter I gave her a good rest, brought her indoor into warm shelter, gave her a really complete shape-up treatment; making her fit for the sunny days of our archipelago of southern Norway.

West Marine participated in the Southcoast Boat Show in Arendal, only a few hours sailing from my hometown of Kristiansand. They invited me to join them and share the Grand Banks friendship. In the on the water show, a small space was made available to us, and I indeed became proud of my *Tika*. She was beaming, looking very healthy and young. A lot of visitors gave her the most encouraging compliments. No, none could believe she was 24 years old. Finally I had to get her away from the crowd and staring

looks of the show; we were not participating, but only visiting West Marine.

But all love stories have an end. *Tika* and I split up last fall, but with no bad feelings. She has found a new home up north and a new lady friend has entered my life. The lady is still wooden, but now a 42'. These days we are both preparing ourselves for the long expedition with West Marine to the Lofoten Islands in the land of Midnight Sun. We are both excited!

Mr. Rune Moseid
Kristiansand, Norway



Above: During restoration.

Below: *Tika* shown after her restoration.



PHOTO CONTEST



This breathtaking photograph shows *Wild Swan*, a GB 36 Europa, in the Mardanger Fjord in western Norway. She is owned by Tom O. Kleppesto and his wife Marit Egge. They enjoy

cruising with their two daughters, Emily and Frederikke. The Europa, with the covered aft deck, is a popular model in this climate.

PROFILE

Laurie Davison
1913 - 1996

Laurie Davison was born in Vancouver, Canada on September 16, 1913, a citizen of that country. He and his wife, Betty, were married in 1941, shortly after moving to the United States. Laurie's early boating experiences involved a 55' gaff-rigged schooner. In 1971, Laurie and Betty, like so many rag sailors, decided that power boating was really more comfortable. Laurie and Betty bought Grand Banks 32 #210, at the 1971 Cow Palace Boat Show.

Shortly thereafter, the then San Francisco Bay Grand Banks dealer instituted an annual Grand Banks cruise to the Delta over the 4th of July holidays. Unfortunately, a couple of changes in the bay area Grand Banks dealership followed, and dealer sponsorship of the annual cruise more or less faded away. Laurie, however, liked the idea and over the years, with a little assistance here and there from other Grand Banks owners, kept the annual cruise going and growing, to the point that most of the cruises attracted thirty or more Grand Banks boats of all sizes. Planning for, organizing and, for many years, personally financing the annual cruise, occupied a considerable portion of Laurie's time and efforts. Laurie personally did most of the planning and made reservations for restaurants, party barges, or whatever else had become an important part of the annual cruise. Laurie solicited prizes from various merchants which were given to participants in the many events scheduled during the cruise. Many Grand Banks owners around San Francisco Bay will, I am sure, never forget the "most people in a dinghy race," the "blind-folded dinghy race," the "scavenger hunt," the "kite flying contest," and the various rowing events, all culminating in the champagne/dinner/awards party.

In recent years, Laurie engineered a "mini cruise" which followed the main cruise and which was usually attended by eight or ten boats from the original fleet. The "mini cruise" always included lengthy side exploration trips led by Laurie in an outboard powered dinghy well stocked with champagne. It was only in the last year or two that Laurie's health deteriorated to the point where he had to ask assistance from



others in keeping the annual cruise going.

In 1991 Laurie and Betty finally achieved their dream of acquiring a brand new Grand Banks, GB36 Classic #956. As luck would have it, Laurie was ill at delivery and outfitting time and was unable to be personally involved in the most important event in any boater's life. In recent years Betty suffered from ill health, which was of much more concern to Laurie than his own ill health.

On February 12, 1996, after a rather lengthy period of declining health, Laurie passed away. On March 3rd Laurie's ashes were scattered outside the Golden Gate, while a fleet of fifteen Grand Banks boats with many of Laurie's friends aboard paid their respects. Subsequently, a short service attended by many, many more of Laurie's friends was conducted at the Sausalito Yacht Club. The owners of the forty or fifty Grand Banks boats who have attended the annual cruises over the years will dearly miss the ever friendly, pleasant and energetic Laurie Davison.

NOTES & NEWS



Captain's Models Are Well Received.

Bob Kyle of Captain's Models wishes to thank the Grand Banks owners who have contacted him. The response from the last American Marine News has been very encouraging. He is currently building GB42 Classic models for owners in Germany, Canada, and the United States. Plans to expand the line with new models are already underway.

The models are built much the same way as her big sisters. Fiberglass molds produce the hull, superstructures, and bridge, as well as the aft step unit. Captain's Models go to great length to present an authentic reproduction of an owners particular boat. Canvas, bottom paint, and boot stripe are matched. Options such as tenders, bridge table, and other custom touches are available.

Because of the attention to detail, if you would like to order a model for next Christmas, you are encouraged to do so early. After all, it takes time to build a legend.

For further information or to place an order, please contact: Bob Kyle, Captain's Models, P.O. Box 519, Cottage Grove, Oregon 07424 USA. Tel: (541) 942-4782, Fax: (541) 942-4197.



For Upcoming Amicale Events in Western Europe Contact:

Amicale Grand Banks West-Europe, President, Dr. Schaepmalaan 21, NL-4836 AR BREDA, The Netherlands, Tel:(076) 560-0768, Fax:(078) 618-3910



If you have something to add to Notes & News, please send it to one of our addresses at the bottom of the Table of Contents page.



Oxford Yacht Agency Has New Web Site

The Oxford Yacht Agency of Oxford, Maryland has launched its new World Wide Web Site. Viewers can inquire about Oxford's new boats, brokerage boats, as and service facilities.

You can view the site at http://www.internetconnection.com/oxford_yacht/. Or, the page is linked to the American Marine site, <http://www.grandbanks.com>, under the dealer listing.



Visit the American Marine Web Site.

American Marine's exploration into cyberspace continues. The input and response by current American Marine owners has been encouraging. You can view the site at <http://www.grandbanks.com>

The American Marine site will continue to evolve throughout the next year.